

PIREPS

PIREPS

February – March
2020

Volume 71, Issue 2

Published bi-monthly by

**Nebraska Dept. of Transportation
Aeronautics Division**

PO Box 82088
Lincoln NE 68501
402-471-2371

dot.nebraska.gov/aeronautics

Governor Pete Ricketts

NDOT Director

Kyle Schneweis

Aeronautics Commission

Tom Trumble, Chair

Michael Cook

Dick Trail

Diana Smith

Terri Wachter

Administration

Director Ann Richart

Deputy Director.....Andre Aman

NDOT.pireps@nebraska.gov

Circulation: 3320

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

What's in a Name?

By Penny Rafferty Hamilton, Ph.D.



US Air Force photo by Charles Haymond

US Air Force Secretary, Heather Wilson, talks to 55th Wing leadership as Rep. Don Bacon (NE 2nd District) looks on during her visit to Offutt Air Force Base on March 22, 2019. The historic flooding created extensive damage at the field named to honor World War I aviator and Omaha native, Jarvis Jenness Offutt.

Because airports are so important, many are named to honor our nation's aviation heroes and leaders. JFK International Airport in New York recognizes World War II Naval hero and US President, John F. Kennedy. O'Hare International Airport (ORD) is named for Chicago's World War II US Navy Ace, Edward "Butch" O'Hare, a Medal of Honor recipient.

But, what about Nebraska? We have a long list to celebrate, but here are a few. Eppley Field (OMA) recognizes Eugene C. Eppley, who in 1957 through his estate donated \$1,000,000 (that would be over \$9,000,000 in 2019 dollars) to Omaha to improve the municipal airport for jet aircraft.

Close by is Offutt Air Force Base (OFF). It honors Jarvis Jenness Offutt, born in Omaha in 1894 and died in World War I France, flying on August 13, 1918. At only age 24, he was Omaha's first World War I air casualty. But, his journey home was not an easy one. As often happens in the fog of war, his body was mistakenly identified and buried as Private Walter Heltman of Pennsylvania. After the War, by 1923, his remains were correctly identified and he is buried in the family plot in Omaha's Forest Lawn Memorial Park.

There is much more to this historic story. In 1924, six years after his death, the landing field at Fort Crook, just south of Omaha at Bellevue, was renamed Offutt Field in his honor. The dedication ceremony was on May 10. Offutt's mother and brother were present. An impressive aerial salute of 19 airplanes circled over the airfield. The contingent of seven of those airplanes flew from Fort Riley, Kansas. They dropped a memorial wreath from the air to highlight the memorial ceremony. After World War II, on January 13, 1948, both the airfield and Fort Crook were renamed Offutt Air Force Base.

FAA to End HIWAS

On January 8, 2020, the Federal Aviation Administration (FAA) ended the Hazardous Inflight Weather Advisory Service (HIWAS), after discussions with industry over the last year and a half. The ending of HIWAS service is part of the FAA's efforts to modernize and streamline service delivery. For pilots who do not have datalink weather, Air Traffic Control (ATC) advisories will still be available from a Flight Service Specialist over radio outlets. ■

O'Neill Municipal (ONL) honors hometown hero, the late John L. Baker. Son of a pilot, he used to say he was born to fly. He was a decorated US Air Force Korean War fighter pilot. After graduating from Creighton with his law degree, he headed to Washington, DC. Over the years, he advocated for General Aviation, especially as President of the Aircraft Owners & Pilots Association.

Another airport name honoring a military pilot is Western Nebraska Regional Airport William B. Heilig Field (KBFF). In 1928, airmail service began there. By 1934, Scottsbluff was firmly established on that circuit which grew into today's airport. During World War II, the airport became Scottsbluff Army Airfield, where flight instruction for B-17-Flying Fortress and B-24-Liberator crews was conducted. By 1947, the city of Scottsbluff resumed airport ownership. William B. Heilig, who served as a World War II US Army Air Corps flight instructor, became airport manager. He continued to promote the airport's post-war growth. In 1993, Heilig was inducted into the Nebraska Aviation Hall of Fame (NAHoff).

Another NAHoff 2007 member honored in an airport name is L. Keith Glaze. In 2009, the Broken Bow Municipal Airport (BBW) added Keith Glaze Field to the official name. Born in Nebraska in 1920, Glaze fell in love with flying in the 1930s with his first plane ride in a Ford Tri-motor. By 1940, he enrolled in the Civilian Pilot Training program. As a pilot during World War II, he served in the famed Air Transport Command flying the "Hump" in C-46/47 in China-Burma-India Theater. Later, during the Korean War, Glaze again served as pilot, earning the Distinguished Flying Cross. He remained passionate about aviation.

As these examples show, there is a lot of history and honor in many of Nebraska's airport names.

Penny Rafferty Hamilton, Ph.D., is the author of the book, "America's Amazing Airports." She earned her Private Pilot ticket at Beatrice Municipal Airport KBIE. ■

Great Circle Route

By David Morris

As aviators, we know about the Great Circle Route, its meaning and why we flight plan via this method. I wonder how many of us know who figured out that sometimes the shortest distance between two points is not necessarily a straight line, and when was this discovery made?

The Great Circle Route, the shortest course between two points on the surface of a sphere, a line that lies in a plane that intersects the sphere's center, was known by mathematicians before the time of Columbus. Through the 1700s, ships generally sailed along lines (rhumb) which made use of prevailing winds and fixed compass headings. With the development of steamships in the 19th century, sailors learned of a method that incorporated constantly changing headings, a method to navigate completely independent of winds. It was soon learned that great circle routes saved time and fuel. ■

Why is it called an E-6B?

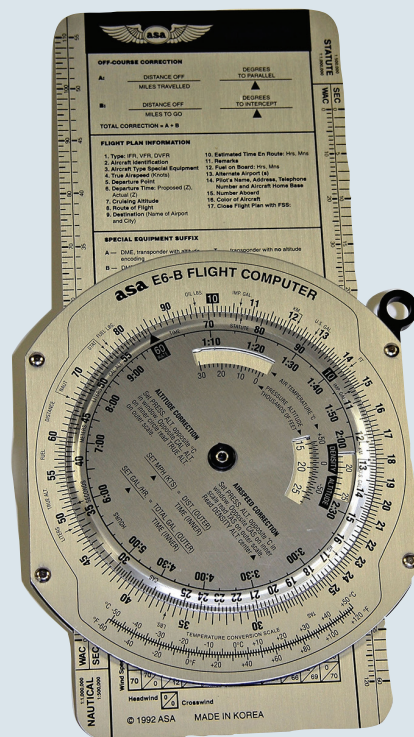
By David Morris

While pilots converse about questions, answers and stories relating to their flying careers, surely these conversations have included the E-6B flight computer. Whether we refer to it as the "old-fashioned" tool used only for Federal Aviation Administration (FAA) knowledge tests and flight planning during pilot training, the whiz wheel, circular slide rule or even the prayer wheel, each certificated pilot has probably owned at least one E-6B. What might be interesting to know is exactly what is an E-6B, who invented it and why is it called an E-6B. Incidentally, the E-6B is celebrating its 80th birthday during 2020.

Mr. Philip Dalton was a 1924 graduate of Cornell University who also held a master's degree in physics from Princeton. He was employed for a brief period of time at Harvard University and became a Navy pilot in 1931. During this time, he became discouraged with the current calculators used for artillery firing. Dalton's innovation, later known as the E-6B flight computer, allowed pilots to keep one hand on the aircraft controls while making calculations on the E-6B by rotating discs in a process known as "dead reckoning," originally referred to as "deductive reckoning."

Why is it referred to as an E-6B? Dalton's flight computer design was originally introduced to the Army Air Corps in 1940 and assigned the part number E-6B. Soon after the attack on Pearl Harbor in 1941, the Army Air Forces ordered 400,000 units, which became especially popular among B-17 pilots. Most pilots come to realize that the E-6B, a circular logarithmic slide rule, can perform a host of calculations.

As pilots, we might find it interesting to dust off our old E-6Bs and see if we can still figure out our Mach number index. ■



Radar and NEXRAD

By David Moll

The title of this article was named specifically to include radar and NEXRAD, because knowing the strengths and weaknesses of each of these units separately, you'll navigate through, or around, spring thunderstorms so much easier.

The June 22, 2017 Twin and Turbine magazine stated; "If you are experienced using your airplane's on-board radar, and you turn it on during most of your flights, then congratulations! You are a rare breed!" I use the radar on every flight during thunderstorm season and in standby all the time, so when weather conditions dictate it's ready to use, I take their statement as a badge of honor. And so should you. Radar gives you exact real-time information where the storms are. Conversely NEXRAD has up to a 15-to-20 minute delay. That timeframe is not my opinion, but comes from a NTSB Safety Alert dated June 2012, revised December 2017, which states: "NEXRAD display depicts where the weather WAS, not where it IS."

NEXRAD is a fantastic device to have in the airplane. However it is only 1/4th of the information you need to make the best thunderstorm avoidance decisions. It provides excellent long-range information, giving you time to change your course. Radar is another 1/4th deviation tool, because it gives you the instantaneous short-range location of cells you are deviating around. Additionally, radar gives you tilt options to see how high the precipitation extends, while NEXRAD displays do not; plus, you can turn the airplane to see other deviation options laterally. The wind vector in many of the long-range navigation devices is another 1/4th of the tools, so you don't deviate downwind of a cell and get hailed on. The last 1/4th is a radar display from one or more flight planning software providers that specifically shows the top of the precipitation levels of each area where it's raining. This is a preflight tool to watch the progression of the activity to see if it's growing or shrinking.

Last November, I earned my seventh corporate jet type rating. Afterwards, my simulator instructor and I agreed we learn something new every day. In this article, I have talked about thunderstorm deviation using the tools available to us today. These tools have changed dramatically over the years; in the 1970s we only had onboard radar, and in so many of the light twins we had nothing. Yet, here it is 2020 and apparently some of today's pilots only know how to use one tool. BTW, there is a 5th tool of deviation know-how: Experience. So let's keep learning every day! ■

Insulin-Controlled Diabetics Now Eligible for First and Second Class Medicals

By David Morris

Beginning November 2019, individuals with insulin-controlled diabetes are now eligible to apply for First and Second Class Federal Aviation Administration (FAA) medical certificates. Previously these individuals were limited to Third Class medical certificates.

For many years the FAA has had a process in place for special issuance certification for diabetics that utilize medication-based treatments. Diet-controlled diabetics with favorable documentation of successful treatment are eligible for certification without a special issuance.

Blood glucose history devices utilized today that make use of continuous glucose monitoring (CGM) technology allows the FAA to make more informed decisions on issuance of medical certificates. The CGM-based protocol will be extended to holders of Third Class medical certificates, as well. ■

Automatic Dependent Surveillance Broadcast (ADS-B)

By David Morris

If you are an aircraft owner who did not meet the deadline of January 1, 2020 for having an aircraft Automatic Dependent Surveillance Broadcast Out (ADS-B) equipped, you may request an authorization to deviate from the rule to access ADS-B Out required airspace. Currently, there is an online tool created by the Federal Aviation Administration (FAA) that allows online requests to be completed for flights into airspace that requires ADS-B equipage. The application is via the FAA-created online ADS-B Deviation Authorization Preflight Tool (ADAPT). Pilots are responsible to insure they receive authorization from ADAPT prior to flight into ADS-B Out airspace. A notice of interest is that Air Traffic Control (ATC) will not accept requests for this authorization by telephone, nor will the FAA issue in-flight authorizations to operators of non-ADS-B equipped aircraft. <https://sapttest.faa.gov/form.php> is the link for obtaining the ADAPT application ■

AOPA Rusty Pilots Seminar

By Jim Beyer

Oracle Aviation in conjunction with Mark Boguski from AOPA will host a Rusty Pilots Seminar at the Millard Airport (MLE) on Saturday, March 21st from 1pm to 4pm. While we realize that if you are reading PIREPS you are likely not a rusty pilot, chances are you know a fellow pilot or two who ARE rusty; if so, please share this opportunity with them and bring them along— all pilots are invited. More information can be found on the AOPA site at <https://hangar.aopa.org/events/item/52/2854>. Seats fill up fast, so pre-registration is recommended at this link: https://www.aopa.org/landing-pages/event-registration/rustypilotevent?event=20200321_RP_MLE. ■

Beatrice Municipal Airport Recognized By the National Weather Service

Reprinted with permission of The Beatrice Daily Sun



Beatrice Municipal Airport Manager, Diana Smith
Photo by Monica Brich, Beatrice Daily Sun

At 7 a.m. every day, whatever the weather may be, someone at the Beatrice Municipal Airport measures the precipitation amount in town for the National Weather

Service (NWS). This past fall, airport manager Diana Smith and staff received a 35-year service certificate for being the official NWS Cooperative Weather Observer for Beatrice.

Smith said it made sense for the airport to record the weather, because they are open every day. And at the time they started recording, all the airport employees were already required to be certified weather observers.

"Through the years, we were replaced with an AWOS, which is our Automated Weather Observation System," Smith said. "That AWOS gives all the information that a certified weather observer used to give to the pilots." Despite the change in systems, the airport continued measuring precipitation and calling it into the Weather Service.

According to the NWS, there are over 250 official volunteer cooperative weather observers in Nebraska and nearly 10,000 nationwide. The data provided is used by the NWS, state climatologists and numerous others, and eventually becomes a permanent part of the climatic record for the local area and nation. ■

Give George a Break

By Daniel Petersen

George, the ubiquitous name for the autopilot that has eased our world by flying the aircraft for us, has become a best friend for many pilots. Our cockpits have become very sophisticated with automation that manipulates the flight controls, throttles, and brakes. In most modern airliners, a pilot can takeoff and engage the autopilot after reaching a few hundred feet, and the aircraft can fly the entire flight to destination, land and bring the aircraft to a full stop on the runway centerline.

This sophistication is now coming to smaller general aviation aircraft as well. Auto-throttle is now being offered in single engine turboprop aircraft and Garmin is soon to offer auto-land for emergency use.

Quite a few pilots I fly with engage the autopilot shortly after takeoff and then disengage the auto pilot at 500 feet before landing. The industry has seen that we can become automation complacent and allow our hand flying skills to atrophy. While it is vitally important to understand how our automated systems function and for us to be proficient in

their use, it is equally important that we keep proficient in hand flying the aircraft. This proficiency, of course, requires practice.

The industry has been actively trying to combat automation complacency by encouraging pilots to hand fly more. The airline that I fly for is also requiring us, during recurrent training in the simulator, to hand fly the aircraft for the departure and arrival route. Personally, on almost every flight, I hand fly the aircraft to cruise altitude and hand fly almost every approach. Several first officers that I fly with have started hand flying more and have become more comfortable.

By keeping your hand flying skills proficient, you will be better prepared when the automation is inoperative; or if for some reason the automation is just not cooperating, the transition to hand flying the aircraft will be a non-event. You will also be more in tune with your aircraft by being able to feel if it is in trim. The greatest benefit from hand flying is that it is fun! ■

Kent A. Schroeder - Wright Brothers Master Pilot Award

The Wright Brothers Master Pilot Award was instituted by the Federal Aviation Administration (FAA) on October 11, 2003, to recognize pilots who have practiced safe flight operations continuously for 50 or more years during the course of their aviation careers. Kent A. Schroeder's flight experience makes him a worthy recipient of this award.

Kent's interest in flying began as a young boy when his father was a ground instructor for B17's and stationed during WWII in Sebring, Florida. In his father's trunk was a cardboard mockup of the B17's cockpit, which Kent would set on a table and pretend he was flying.

Kent did not begin to seek a pilot's license until after his freshman year at the University of Nebraska School of Law, with encouragement from a friend. After he graduated in 1968, Kent began pilot training at Moody Air Force Base in Valdosta, Georgia. A year later he returned to Lincoln, Nebraska and spent four months on active duty learning to fly the Republic RF-84.

After he was discharged from active duty, Kent found employment as an attorney in Kearney, Nebraska, where he has

lived since 1970. He had the good fortune of ending his career in the air guard flying the Phantom RF-4C. He obtained a CFI rating in December of 1971 and instructed for approximately four years until his wife, three children and a growing law practice consumed most of his free time.

Over the course his flying career, Kent has flown 25 different makes and models of aircraft, including Cessnas, Pipers, Grummans and Beechcraft. He has also flown military training aircraft consisting of the T41, T37 and T38. He has over 300 flying hours on the Bonanza A-36, his favorite."

In total, Kent has 1,700+ hours of logged flying time – all incident-and accident-free. He holds a pilot certificate, showing that he is a Commercial Pilot with ratings of airplane single engine and multi engine land; instrument airplane XIII limitations. His multi engine rating is limited to center line thrust. Kent's over 50 years of flying has culminated in this prestigious award. ■

Hall of Fame

Ed Bowes - Wright Brothers Master Pilot Award



Ed Bowes

Ed Bowes was born, raised and educated in Lincoln, Nebraska. He served as a medic in the U.S. Army stationed in West Germany. Upon discharge, he began his flying lessons on October 6, 1969, soloing on December 4, 1969, and earning his Private Pilot Rating ten months later on August 21, 1970, at Lincoln Aviation at the Lincoln Municipal Airport. Ed subsequently used the GI Bill to fund his advanced flight training, obtaining his Commercial Rating in March of 1973.

In April of 1974, Ed earned his Commercial Flight Instructor Rating and began training students as a Flight Instructor for Lincoln Aviation Institute in Lincoln, Nebraska. From 1975 to 1977, Ed was employed as an aerial applicator in Chester and Wahoo, Nebraska, and he ran an aerial application business in Ashland, Nebraska, for three years. He amassed 1200 hours of ag time in those years.

About 1984, Ed was selected by the FAA to be an aerobatic proficiency evaluator which led to his appointment as an Aerobatic Competency Evaluator for the International Council of Airshows. He has evaluated countless airshow pilots across the United States.

Ed was one of three pilots certified in Nebraska to do the stall series on the Bombardier Learjet after the leading edges were removed. This gave Learjet crews phenomenal information on how their airplane stalled, how it recovered, and how well it was repaired.

In the 1970s thru the 1990s, few pilots were more active in aerobatics than Ed, from local airshows to national aerobatic competition as a member of the Midwest Aerobatic Club. He has performed in a Pitts, Christen Eagle, Acroduster 1, and in a J-3 comedy Cub act, as well flying the jump plane for the area skydivers.

Being mechanically inclined, Ed became a Certified Welder earning an FAA Repairman's Certificate within Duncan Aviation's FAA Repair Station. Those tasks encompassed repairs to General Electric and Honeywell turbine engine hot section components. Those welding skills were also put to good work building several experimental and aerobatic aircraft including a HiperBipe, an Acroduster 1, a OneDesign and two Cassutts.

Ed and fellow builder/pilot Ed Debus built a Formula 1 monoplane air racer for the Reno Air Races. That aircraft was raced several times at Reno under the team "Miss Lynn Racing." In 2002, Ed was named Rookie Of The Year and in 2004 won a Silver Heat.

Ed began an airline career in 1989 at Midway Airlines and then moved to Southwest Airlines in 1991. He amassed over 20,000 flight hours in total. Ed has type ratings in the Learjet, the Citation 500 series, the DC-3, and the Boeing 737 with an airline transport rating. He also has a rotorwing license and made the first flights of seven experimental airplanes. Ed retired as a Captain from Southwest Airlines in 2006 and has continued to fly for fun ever since. ■

Hall of Fame

Terry L. Gibbs



Terry L. Gibbs

Terry L. Gibbs, grew up on a farm near Orchard, Nebraska. Following high school graduation, Terry spent a year at community college, then enrolled in the University of Nebraska-Lincoln electrical engineering program. He graduated in 1979,

accepting a position with a defense contractor in Scottsdale, Arizona. In 1984 he received a Master's Degree in Electrical Engineering from Arizona State University, also earning his pilot's certificate and became a Certificated Flight Instructor.

Terry and a co-worker formed Deer Valley Aviation, in Phoenix, Arizona, providing flight instruction when they were not on the clock at Motorola's Government Electronics Group. Deer Valley grew from three to 13 planes, and Terry acquired his Aircraft Mechanic and Airline Transport Pilot certificates. At its height the fleet had 72 aircraft, offering training for

commercial airlines and conducting charter flights across North and Central America.

In 1992, Terry and his wife, Deb, moved back to Nebraska where Terry joined the University of Nebraska at Kearney. He also spent 16 years as a pilot and director of training for Midway Aviation, based at the Kearney Regional Airport. In 1995, Terry became a designated pilot examiner of which at that time there were fewer than 600 worldwide. Terry was named director of the University of Nebraska Aviation Program in August 2001.

Terry is an exceptional aviator, instructor, mentor and aviation safety advocate. He brilliantly imparted his knowledge to hundreds of individuals in the aviation industry worldwide. These students are not only from rural Nebraska, but international as well. His leadership has guided graduates to land careers on the flight decks of well-known airlines, corporate flight departments, chief pilots, check pilots and aviation directors of operation. His selfless dedication saw him speaking to aviation clubs and organizations, working with Boy Scouts for their Aviation Badges, and sharing his enthusiasm for aviation to individuals of all ages.

Terry Gibbs retired in 2019 from the University of Nebraska-Kearney Aviation program but remains on the faculty staff at the University. ■

Harlan (Bud) Gurney

"No need to worry about (Gurney) – Clear head – Steady nerves – Agile as a monkey" is how lifelong friend Charles (Slim) Lindbergh described our honoree, Harlan (Bud) Gurney.

Bud Gurney's aviation carrier began working at the Lincoln Standard Aircraft Company, Lincoln, Nebraska while earning money to attend high school by cleaning the factory floor and sorting tools. Eventually, Gurney worked on the assembly line while learning engine work. Seeing the potential and under the tutelage of factory manager, Otto Timm, Gurney and another young gentleman by the name of Charles A. Lindbergh were invited to accompany Timm on test flights. Gurney subsequently began taking flying lessons.

Several years later after gaining flying experience, Lindbergh invited Gurney to join him barnstorming around the Midwest with Gurney performing a wing walking act and exhibition parachute jumps. He became quite proficient in the performance of maintenance on the air circus aircraft between shows.

In 1926, Robertson Aircraft Company won the government contract to fly mail between St Louis and Chicago. Gurney was hired by Charles Lindbergh, the chief pilot, to rebuild and maintain the company aircraft, but it wasn't long before Gurney was in the cockpit flying the mail. Eventually, Robertson was absorbed by Universal Airlines for which

Gurney was the district flight manager. He then worked for Transcontinental Air Transport, later becoming Trans World Airlines. At the age of 27, he signed on as a Captain with United Airlines.

During World War II, Gurney flew for the Air Transport Command in Alaska and around the Pacific. Following the War he rejoined United Airlines.

Years later, Gurney was the most Senior Captain on the line to transfer from the Douglas prop fleet to the DC-8 jet. Gurney retired in 1965. Holding an Airframe and Engine Certificate earned in 1952, he enjoyed repairing, maintaining and flying vintage aircraft and assisting others in that endeavor. Although Harlan (Bud) Gurney never did graduate from high school, he was one of those of his generation that even though they lacked formal education, excelled in and grew with their chosen profession. ■



Harlan (Bud) Gurney

Hall of Fame

Roy C. Kessell

Roy C. Kessell, Lt. Col. USAF (Ret.) was born in Kansas City, Missouri, on July 29, 1946. At the age of eight, he knew he wanted to fly when his World War II veteran father took him to see the Blue Angels. Receiving several academic scholarships, Roy accepted an appointment to the United States Air Force Academy, majoring in Civil Engineering.

Graduating in the class of 1970, he was assigned to Laughlin AFB, Texas, where he earned pilot wings and served as an instructor pilot/check pilot in the supersonic T-38 Talon. As Assistant Wing Executive Officer, he managed all Wing inspection programs. His next operational assignment was to the 55th Strategic Reconnaissance Wing, Offutt AFB, flying the RC-135 as a Flight Commander, Instructor Pilot and Aircraft Commander on politically sensitive strategic reconnaissance missions. His last assignment was Operations Officer at Shemya AFB, Alaska, a remote Aleutian Island outpost.

In 1977, having studied meteorology at Texas A&M University, Roy's duties at Offutt AFB included providing daily weather briefings to the Commander-in-Chief, Strategic Air Command. In addition, he developed tactics, plans and exercises for strategic reconnaissance assets (RC-135, U-2 and SR-71) worldwide.

Upon retiring from the U.S. Air Force with over 22 years of service, he earned his FAA Instructor Certificates and taught students at the Offutt Aero Club and Plattsmouth Municipal Airport. In 1999, Roy founded Flight! Nebraska Group with several flight instructors and aviation enthusiasts. He directed flight school operations that

included students from the University of Omaha Aviation Institute's Professional Flight Program and the U.S. Air Force Introductory Flight Training Program. He also served as the Plattsmouth Airport Manager.



Roy C. Kessell

Today, Roy flies as an independent corporate pilot and flight instructor. He is an ATP rated pilot in the B-707, B-720, and CM-170 and holds a Gold Seal Flight Instructor Certificate. He has flown nearly 10,000 hours in over thirty different aircraft and given 5,000 hours of flight instruction.

Lt. Colonel Roy Kessell's honors include the 2010 Nebraska Congressional District II Small Business Person of the Year Award; The Lt. Colonel Charles A. Lane Innovative Partnership Award from the Eastern Nebraska Community Action Partnership for creating opportunities for the underprivileged; five Meritorious Medals for service to the United States; and seven Air Medals for meritorious service while participating in aerial flight. ■

King Rhiley, Jr.



King Rhiley, Jr.

King Rhiley, Jr. has a long history of contributing to the advancement of aviation at Oshkosh, Nebraska.

King had a true passion for aviation and his career spanned more than 60 years. Starting with his first solo flight in 1947 he earned a Commercial Pilot Certificate for single and multi-engine land aircraft. He earned a Flight Instructor Certificate, an Instrument Rating, and was rated for Rotorcraft and Rotorcraft Instructor. He logged approximately 30,000 hours of flying time.

However, King will be remembered most for his tireless dedication to advancing general aviation at the Garden

County Airport in Oshkosh, Nebraska. Over his long career he taught many people to fly, operated an aerial applicator service, offered pilot services to aircraft owners and volunteered flights to hospitals for critically ill residents, a much-needed service in rural Nebraska.

As manager of Garden County Airport in the late 1950s and 1960's, King oversaw several major projects. These including grading and marking the runway, adding runway lights and building hangars. In 1969 he oversaw paving the runway and extending its length to 3,700 feet.

In 2019, the City of Oshkosh demonstrated its appreciation for his life-long commitment to aviation in their community by renaming the airport "Garden County Airport—King Rhiley Field." An amazing honor inspired the Rhiley family to nominate him for the Nebraska Aviation Hall of Fame. ■

PIREPS

NDOT-Division of Aeronautics
PO Box 82088
Lincoln, NE 68501

Address Service Requested

Member National Association of
State Aviation Officials

PSRT STD
US POSTAGE
PAID
PERMIT 293
LINCOLN, NE



STATE FLY-IN NOMINATIONS 2021 and 2022

The Nebraska Aviation Council
is seeking nominations. Letters
have been sent to each airport.

Online nomination forms can
also be accessed at
nebraskaaviationcouncil.org

For additional information, please
contact Diane Bartels @ 402-429-3342
or DBSharpie@aol.com

Events Calendar

February 23, 2020 - 1:00 p.m.

Annual Winter Soup Fly-in
Harlan Iowa Airport (KHNR)

Sponsored by 8-Ball Aviation Club of Harlan

June 7, 2020

Fly-In Breakfast – 7 a.m. - 11:30 a.m.

Lunch – 11:30 a.m.-1:30 p.m.

Central City Airport

Free to pilots and passengers.

Drawings for door prizes.

Fun for the whole family.

Details call: 308-946-3450

June 26 - 28, 2020

Midwest Aerobatic Competition

Seward Municipal Airport

June 28, 2020

Fly-in breakfast, free to all who fly-in
8:00 a.m. until 12:00 p.m.

Pender Municipal Airport

John Miller, 816-210-2081